

THE CARLETON SENTINEL.

WOODSTOCK, AUGUST 27, 1850.

EUROPEAN & NORTH AMERICAN RAILWAY.

One of the newspaper editors in the lower regions—mean of the Province—thinks that no portion of the press in New Brunswick should throw cold water on this undertaking without furnishing sufficient data to show that it cannot be erected, or that if erected it would not pay, and that all who do not show themselves favourable to the project are either too lazy to inform themselves on the subject or too prejudiced to listen to reason. We entertain the opinion that the people of this Province have a right to be informed on all matters connected with this great undertaking, before they are plunged headlong into debt; and any portion of the press have a right to express their fears and ask what questions they think proper, in order that the whole subject may be fairly and openly canvassed, and the advantages and disadvantages laid bare to the public. In our opinion it should be the duty of that portion of the press favourable to the undertaking to state fairly and candidly the probable cost of the road, the estimated number of passengers and the quantity of freight to be carried annually over the line, with something like an argument in support of the estimate so made. The question has been frequently asked, what is to make this a paying line? and so far the answers received have been about as explicit and as much to the purpose as that given by an editor out west when asked the state of the grain market in that part of the world, he said corn was sixty cents a bushel and rye three pecks. We are told that 120,000 passengers and 60,000 tons of freight will be carried over this line annually, but we are not told where the passengers or freight are to come from. Let us however read a little from a report. In a speech at the public meeting lately held in St. John, Moses H. Perley, Esq., gave the following estimates:—

COST.	
210 miles of Railway, at \$30,000 per mile is	\$6,300,000
Interest on this sum at 6 per cent.,	\$378,000
TRAFFIC.	
120,000 passengers at 3 cents per mile, or \$6.30 for each passenger,	\$756,000
90,000 tons of freight at 3 cents,	\$378,000
	\$1,134,000
Off, 50 per cent for expenses and maintenance, - - - - -	\$567,000
Net Income, - - - - -	\$567,000
Deduct Interest on cost, as above, - - - - -	\$378,000
Clear profit per annum,	\$189,000

To this Mr. Perley adds a large sum for transportation of mails, &c. We shall say nothing here of the number of passengers mentioned, but we must be allowed the privilege of asking if it is reasonable to suppose that the freight can possibly amount to half a ton to each individual in the counties through which the line will pass? he sets down the number of inhabitants in those counties at 120,000, and to each he allows half a ton of freight, making 60,000 tons annually. Now we ask where this freight is to come from? what is it to consist of? and where is it to go to? These are simple questions, but we consider it of great moment to have them properly answered at the present time. No man in his senses can suppose that merchants in the United States will have their freight landed at Halifax and carried over this line at an increased expense, merely for the sake of gaining three or four hours; and we doubt much if many passengers will leave a comfortable steam ship, to set up all night in a rail car for so trifling a gain in time.

The *Head Quarters* argues in favour of this rail way, from the fact that similar undertakings have succeeded in the United States and in Europe; but let us look at the difference between a rail road in either of those places and New Brunswick. In the United States they run from one great city to another throughout the union, and an immense trade is carried on between these cities; manufactories of different kinds are in operation in all those places, and along the lines, creating at once both trade and travel; but what have we to create a trade in these Provinces? what kind of freight will be carried on the line between Halifax and Calais? where are our manufactories? or what is to give an impetus to trade along this line, that it should be compared to any in the United States? Take for instance the roads in Massachusetts, there the freight is given as 134 tons to each inhabitant, but is it argued that this is the local traffic of the State? does she not trade with every State in the Union, and nearly all the world beside? the produce of her manufactories is brought to Boston, and by rail way sent to all parts of the Union, and by ships to almost every country in the world, a return trade as a matter of course is the consequence, hence her great rail road traffic. But we have nothing of this sort to build our hopes

upon, there is not a manufactory that we are aware of along the whole line of the contemplated road, or any thing likely to create a trade to the extent, or any where near it, mentioned by the friends of the line. If we are mistaken we wish to be set right, there are many like us who believe that the people of New Brunswick are being madly driven into the adoption of this scheme to gratify the ambitious views of a few designing men. We have before stated that in our opinion if any benefits are to be derived from the building of this road, the Americans will reap them.—We have never seen any arguments yet that could lead us to believe that New Brunswick is to be a gainer by establishing such a line, they are based on wrong premises and calculated to mislead the public. New Brunswick cannot be compared with Massachusetts, or New York, or even Maine, in building and supporting rail roads, and if nothing more tangible can be offered in favour of the line in question than has yet been brought forward, we fear the friends of the cause are doomed to disappointment.

PROVINCIAL POST OFFICE.

As the time is fast approaching when the affairs of our Provincial Post Office are to be under the controul of the Executive, would it not be well to enquire if the complicated and expensive machinery of this Department might not be simplified, and a great saving of time and money be effected? It is well known that two-thirds or more of the time now occupied by Post Masters or Clerks in attending to the duties of their respective offices, is taken up in keeping and making out accounts. On the arrival of a Mail the letters and papers must be assorted, the paid and unpaid compared with the bills, and entries of each made in books kept for that purpose. Accounts have to be made out monthly and quarterly and transmitted to the General Post Office; and in dispatching a mail still more forms have to be gone through with; the letters must be rated and stamped, and separate accounts of the paid and unpaid letters and papers are kept with every Post Office to which they are sent, and monthly and quarterly returns made to the General Post Office as before. These forms under the present system are of course necessary, but they are expensive; and as they occupy a great deal of time on the arrival of each mail, the public must wait for their letters until they are gone through with. It may also be said that when the reduced rate of postage comes into operation the business will be so much increased that unless some new arrangements are made more clerks will be required, and of course the expenses of the department increased.

Now it appears to us that if an Act was passed by the different Legislatures in these Colonies that all Provincial letters and papers sent through the Post office must be prepaid, and a stamp affixed to each, the difficulties we have mentioned above would be avoided. These stamps could be furnished by the Provincial Secretary and forwarded for sale to Postmasters or others, in every city, town and village in the Province, with these persons accounts should be kept, and at the end of every quarter returns made of the money received and the number of stamps on hand; these would be all the returns necessary on Provincial letters and papers, and the whole of the Post Office accounts and revenues connected with them would then be returned to the Secretary's office, (or if the stamps are issued by the Post Master General, to his office,) and could be easily attended to by one person. If the system of pre payment should be adopted, the whole thing would be simple indeed. On the arrival of a mail all that would be necessary would be to stamp the letters and deliver or distribute them at once. Post Masters would be relieved of a great deal of unnecessary trouble, the business of the department carried on with less expense, and the public accommodated much better than at present. Another benefit would certainly arise from the introduction of this system, the department would sustain no loss on letters and papers sent to the dead letter office. We have no means of ascertaining the number usually sent to that office annually, but to judge from the number we have seen mailed at the office here, the loss sustained in this way must amount to a large sum. A register of money letters would still have to be kept, and we are also aware that the plan we have mentioned (if adopted) could not be extended to English and American letters and papers, but as the English mail arrives but weekly in summer and semi-monthly in winter, the time required to keep the accounts of these and the American letters would be but trifling.—The great saving of time, labour and expense, would be on our Provincial mails.

We are satisfied that if these few hints are matured by some wiser head, a system will be adopted through these Provinces at once simple and satisfactory to all concerned. We should like to have the opinion of some of our contemporaries before going further into this subject.

Lord Elgin is to be recalled from Canada. Lord Harris is to succeed him.

MEAN THINGS.—It is a mean thing to borrow your neighbour's paper, when you are too stingy to take one of your own.

It is a mean thing to subscribe for a newspaper and never pay for it.

It is a mean thing to steal the Exchanges from an Editor's Sanctum.

It is a mean thing to look over an Editor's shoulder when he is writing, but meaner to watch him when he is scissoring.

It is a mean thing to read what you may find written in a newspaper office.

MADAME WOOD, THE "MAGIC QUEEN."—This celebrated lady styled by some of the American papers, the "Magic Witch" performed last evening in the Hall of the Mechanics' Institute before a large and respectable audience. Her Performances are truly wonderful, equalling, if not surpassing those of the celebrated Signor Blitz.—We quite agree with the Connecticut Courier that she may thank her lucky stars she did not flourish in the memorable era of Salem Witchcraft—for she had else been hung as a veritable witch, without benefit of Clergy.

The Fredericton Reporter in speaking of Madame Wood says:—

"This is a young married Lady of prepossessing appearance, accompanied by her husband, and her performances in the Signor Blitz style, are fully equal, if not superior to that celebrated wizzard, or of the Fair of Ava."

She performs again this evening.

RAILWAY MEETING.—We observe by a St. John paper, that a large meeting was held in the Court House, in that City, to hear the report of the Delegates to the Portland Convention. The Hon. John Robertson was called to the Chair, and Messrs. W. R. M. Burtis and T. W. Anglin acted as Secretaries. Several Resolutions were passed, which were introduced and seconded by lengthy and animated speeches. The meeting fully approved of the measures adopted by the Railway Convention.—Resolved that the Railway ought to be made, would be possible, and must be made, and that the Executive Committee open books, take subscriptions for Stock, upon the understanding that the same is to be considered as one undertaking from the East of Nova Scotia to Brngor, the shares to be \$100 each, payable by annual instalments, extending over five years. Now, it is not probable that the legislature of Nova Scotia will grant a Charter to a road, which will run such a short distance through that Province, and not even commence at Halifax. Again, are not the majority of the people in favour of the line from Halifax to Digby or Annapolis. At a recent meeting of the Railway Committee in Halifax, the western route was the general favourite, and the universal opinion was, that if Halifax was not fixed upon as the terminus, the line through Nova Scotia would not be constructed. How the means are to be raised to build the New Brunswick portion of the line, is still a mystery. The fact is, if the St. John people will have a Rail Road, the cheapest, easiest, and surest way for them to obtain it, is by building a branch from the City to the St. Andrews and Quebec Railroad, at or near the north west branch of the Digdeguash River; which may be done within the distance of fifty miles, and thereby secure all the advantages they desire.—*St. Andrews Standard*.—Them's our sentiments prezakly.—[Ed. SENT.]

Married.

On Saturday the 24th inst., by the Rev. George Osher, Free Christian Baptist Minister, Mr. Amos Dichenon 2nd, of Wakefield to Jane, second daughter of Mr. Samuel Hayden, of Brighton.

[The Editor tenders his acknowledgments for a generous slice of the Bridal Loaf.]

At the residence of the Bride's father, at Windsor, on the 14th inst., by the Rev. J. Marshall, Wesleyan Minister, Mr. Thomas Frederick Knight, Merchant of Halifax, and second son of the Rev. Richard Knight, Chairman of the New Brunswick Wesleyan District, to Mary Augusta, eldest daughter of the Rev. Matthew Ritchey, D. D., President of the Conference of the Wesleyan Methodist Church in Canada.

Died.

On Wednesday 21st inst., Mr. Amasa Turney, in the 54th year of his age, leaving an affectionate wife and ten children to mourn their bereavement. Mr. T. was for some time a member of the Baptist Church and also a Son of Temperance. During his sickness he was perfectly resigned to the will of God. He met his death with perfect tranquility and with strong confidence in his Heavenly Father, he bid this world adieu. His remains were interred in a most respectable manner by the Order of the Sons of Temperance.

At the residence of Mr. Thomas Collins in this village, on Wednesday last, Patrick McCusker in the 60th year of his age. He was a native of Ireland, and for a number of years in the employ of Mr. Charles Long of Kingsclear.

NOTICE.

A MEETING of the Directors of the Woodstock Mechanics' Institute will be held in the HALL on Monday evening the 2nd September at 7 1/2 o'clock. A full meeting is requested.

By Order
August 27th, 1850. W. T. BAIRD, Secretary.

NOTICE.

A GENERAL MEETING of the Members and all other persons interested in the CARLETON COUNTY AGRICULTURAL SOCIETY is requested at the Mechanics' Institute, on Friday next, the 30th inst., at 4 o'clock P.M., to consider of, and adopt a List of Premiums for competition at the Annual Show in October next.

By Order
H. E. DIEBLEE, Secretary.
Woodstock, August 24th, 1850.

TENDERS.

TENDERS will be received by either of the Subscribers until Monday the 2nd day of September next (at noon) from persons willing to undertake the inside finishing of the Presbyterian Church in Woodstock, according to a plan and specification, to be seen at Mr. Hugh McLean's store, in Woodstock.

Security will be required for the due performance of the work.

JAMES ROBERTSON, } Committee.
HUGH McLEAN, }

Woodstock, August 24th, 1850.